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THE EAST THAMES CORRIDOR - THE GOVERNMENT'S APPROACH

Paper by the Department of the Environment

Introduction - the Regional Context

1. The Secretary of State for the Environment has today published for consultation draft Regional Planning Guidance for the South East. That document sets out the policy framework for the preparation of local authority development plans in the South East in the period up to 2011. It describes, in broad terms, the planning policy which will apply to the East Thames Corridor, extending through East London, from Docklands to Thurrock in Essex and Swale in Kent (see summary and extract at Annex A and Map 1). It also announces the intention to prepare a detailed planning framework for the corridor area, in consultation with the local planning authorities and other interests.

2. This paper describes how it is proposed to set about the preparation of the planning framework and to promote its implementation, and sets out the Government's initial reactions to the report of the consultants, Llewelyn-Davies, into the potential of the East Thames Corridor for development and environmental enhancement. Copies of the consultants' report have been sent to all the local authorities concerned and are available from HMSO.

The Llewelyn-Davies Study

3. This study was commissioned in November 1991 and completed a year later. A short summary is attached (Annex B). The study identifies a very substantial opportunity for long term growth, with around 4000 hectares of mostly vacant urban land, whose development would not infringe green belt or other conservation designations. This includes some of the largest developable sites close to London. Taking the corridor as a whole, the scope for environmental enhancement is substantial and the consultants have identified the need to raise environmental quality as a central issue for the future of the area. There are also significant constraints on some sites, such as contamination caused by past industrial uses.

4. It is clear that the East Thames area represents a resource of great potential for the future of London and of the South East more generally, although some of this potential may not be realised until later this decade, or early in the next century. The London Docklands Development Corporation has provided substantial infrastructure to facilitate development in the Royal Docks which represents the western gateway to the Corridor. Further down river there are a number of development initiatives already underway, involving local authorities and the private sector, which build on the established strengths of the area.

5. The consultants draw attention to the rapidly improving transport infrastructure and excellent links with Europe which will improve still further after the opening of the Channel

Tunnel. In the longer term, international and domestic stations serving the proposed fast Channel Tunnel Rail Link would provide new focal points for growth.

6. The consultants conclude that if the East Thames Corridor is to realise its potential a central requirement is the establishment of a "guiding strategy" which can provide a framework for the variety of initiatives already being taken at the local level.

The Government's Preferred Approach

7. The consultants present a number of illustrative growth scenarios for the corridor. At this stage, and taking account of the long time horizon for the development of the corridor, it would be unrealistic to adopt a development strategy which is dependent on high volumes of additional private and public investment. The overhang in office and business space in London and the wider South East, and of planning permissions, is likely to influence the scope for the creation or expansion of centres of economic development in the short to medium term. As the consultants make clear, there would also be a need for substantially higher long term levels of investment in the transport infrastructure and it is far from clear that this would be justified by the benefits it would bring. Business interests would be concerned if the Government sought to deny all opportunities for growth elsewhere in the region.

8. The Government's preferred approach, reflected in the RPG, is to cater for a moderate level of growth in the corridor. The market is likely to focus on the area's strengths, in particular its potential for waterside property and housing and the provision of large business sites close to London, well related to the existing and proposed transport network. However, a flexible approach will be needed so as to leave open longer term options for the area to respond to the opportunities created by the closer relationship with the rest of Europe when the Channel Tunnel is open, and particularly in the light of the proposed Channel Tunnel Rail Link.

9. As already noted, substantial efforts are being made at the local level to improve and promote the corridor. However, within the core area a total of 16 local authorities and the LDDC are involved, together with a wide variety of landowners and other interests. The administrative fragmentation of the area is such that special efforts are justified in order to bring about greater coherence in the approach adopted and to establish an agreed planning framework within which individual developments can be taken forward. The Government therefore proposes to prepare, in co-operation with the local authorities concerned, more detailed planning guidance for the area.

10. None of the consultants' scenarios represent a "strategy" for the area. That remains to be determined. The objective will be to produce a framework which is flexible enough to respond to a range of levels of public investment and differing market interests over the long term. It will help to resolve the conflicting aspirations for different parts of the corridor and seek to achieve improvements to the environment through a co-ordinated approach.

11. This will enable the potential of major development sites in relation to the future demands of the market for industry, housing and commercial development to be identified more clearly. In particular, the framework will consider how future development needs can be met in an environmentally sustainable way, recycling despoiled land and protecting the countryside, including high quality agricultural land, and the natural environment. It will need to address a number of corridor-wide issues, including such aspects as the transport, business, amenity and recreational potential of the river Thames, the need to diversify the rural economy, and the need to enhance the role which sites in the corridor play in relation to the conservation of the built and natural environment.

12. The area's locational significance is already being recognised by businesses and the property market. Much development will go ahead through the normal operation of the market once confidence has been restored. On some sites pump priming (eg for site reclamation works) may be needed, through existing programmes, in order to lever in private sector investment and the Urban Regeneration Agency may have a role to play in this respect. Public/private sector partnerships, along the lines described in the Chancellor's Autumn Statement, could also play an important role in long term infrastructure provision.

13. To be effective, the preparation of the planning framework will require the active participation of a wide range of interests, including business representatives, community groups and voluntary organisations as well as public bodies. Local authorities will have a key part to play, as will agencies such as the London Docklands Development Corporation, the National Rivers Authority, the major transport operators, the Port of London Authority and English Nature and the Countryside Commission. The planning framework document would itself be the subject of public consultation and, when finalised, would form a supplement to the main Regional Planning Guidance for the South East. It would have the same status as the Regional Planning Guidance. It will not replace unitary development plans or structure and local plans, but local authorities will be expected to take account of it in preparing their plans.

The East Thames Task Force

14. The Government has considered a variety of options for taking forward the East Thames initiative. Commentators have suggested that an Urban Development or New Town Corporation might be required, or that a strategic role should be given to the new Urban Regeneration Agency. None of these options seem appropriate to the nature of the task which has to be undertaken or the scale of the area under consideration. The objective is to enable the area to better respond to market pressures for development over a timescale which is not fixed, and may well be lengthy. In those parts of the corridor where direct intervention is needed a UDC already exists. Elsewhere, effective local authority/private sector partnerships are being formed to tackle particular local development issues. English Estates (to become part of the URA) are already active in Chatham Dockyard, and whilst the URA may be involved in promoting the development of individual sites within the corridor, its role is restricted to the regeneration of land and it is not being set up to take responsibility for the wider development

of large areas of the country. The Government has concluded that the special needs of the East Thames area require a different approach.

15. The Government therefore proposes to set up an **East Thames Task Force** whose primary role will be, in consultation with the local authorities and other interests:

- to prepare the planning framework for the East Thames area and, in that context,
- to consider ways of facilitating development on the main development sites; and
- to promote the ETC opportunity.

The intention is that an agreed planning framework should be in place by March 1994. A consultation draft should be ready later this year. The Task Force will seek to build on the initiatives already being taken by local authorities and others in the area and promote greater coherence between them.

16. So far as Government Departments are concerned, this organisation will be based on the existing East Thames Unit in the Department of the Environment, but will involve officials from the Department of Transport, the Department of Trade and Industry and other Government Departments, as necessary. The Task Force will perform a strategic and co-ordinating role alongside the Regional Offices of those Departments, which will retain their existing responsibilities.

17. It will, however, be essential to ensure the close involvement of the relevant local authorities. Local authority participation in the Task Force is invited, either directly through the secondment of personnel or via joint working parties. The work of the Task Force will be overseen by Sir George Young, Minister for Housing and Planning, who will continue to chair the East Thames Forum, the mainly local authority consultative body on corridor matters which already exists. Separate consultative arrangements will be established for other interests, possibly in the form of subject or area consultative groups (covering business, the environment etc). These arrangements would be subject to periodic review.

18. In preparing the planning framework the Task Force will have regard to comments received on the consultation draft of the Regional Planning Guidance, as well as comments received on this consultation paper and on the report of the Llewelyn-Davies study. Regard will also be had to the substantial body of other studies published or in preparation on the ETC. These include the work of individual local authorities, academic institutions, business and voluntary bodies and statutory agencies (eg the earlier studies undertaken by SERPLAN, the business studies undertaken for the London Chamber of Commerce and the University of East London and English Nature's report on the East Thames Corridor). The preparation of the planning framework will need to be closely integrated with strategic planning work already in hand, in particular that of the London Planning Advisory Committee (LPAC) on the Strategic Guidance for London and the Essex and Kent County Structure Plan reviews.

19. The Government intends to move quickly to establish the Task Force so that it can commence work on the preparation of the planning framework. However, it is intended to discuss the proposals set out in this paper in an early meeting of the East Thames Forum.

20. Any other comments on the proposals set out in this consultation paper or on the conclusions of the Llewelyn-Davies report should be sent to:

P R Bloomfield Esq,
Department of the Environment,
Room C14/19,
2 Marsham Street,
London SW1P 3EB

by 30 April 1993. The Department may wish to make responses to this consultation document available to Parliament and open to public inspection in the Department's library. Unless you specifically indicate that your response is confidential, we shall assume that you have no objection to its being treated in this way, and would be grateful if you would supply an extra copy for this purpose. Confidential responses will nevertheless be counted in any numerical analysis of responses.

Annex A

Summary of Draft Regional Planning Guidance for the South East

1. Planning policies should not seek to set limits to economic activity at a regional level. The objective is to maintain the South East's competitive position in Europe and to maintain and enhance London's role as a major world city and national capital.
2. The immediate priority is to achieve in all parts of the region the development required to support economic recovery.
3. In the medium and longer term, development plans will provide for growth in locations with capacity in terms of land, and existing and planned infrastructure investment. Development should realise the potential of locations with scope for regeneration, and respect environmental constraints on the capacity of some parts of the region to absorb further major urban growth.
4. The strategy for achieving this will:
 - create a new focus for development and environmental improvement in the East Thames Corridor exploiting the growth potential of Dartford, the Royal Docks, Rainham, Barking Reach, Greenwich and Thamesmead;
 - foster development opportunities in inner London, the northern and eastern fringes of the South East (particularly outer parts of the A12 corridor in Essex and in Kent), and in the coastal towns of the region such as Brighton, Hastings, Portsmouth and Southampton;
 - recognise the growth of Stansted Airport and the role of Ashford and East Kent in the light of the opening of the Channel Tunnel;
 - respect infrastructure and environmental constraints on the capacity to provide for major new growth to the west of London, notably in Berkshire, North Hampshire, South Oxfordshire, South Buckinghamshire and around Crawley/Gatwick;
 - recognise the reducing regional growth role of Milton Keynes as it reaches completion.
5. All development should be planned in ways which respect the environmental constraints in the region. Planning policies will:
 - conserve valued countryside, in particular the region's Areas of Outstanding Natural Beauty, its 72 kms of Heritage Coast, the special status New Forest area, the best and most versatile agricultural land and natural habitats of national and international importance such as Special Protection Areas, and SSSIs;

- ensure careful planning and environmental management of the South East's built heritage especially in the historic towns;
- assist the creation of the Thames Chase Community Forest and manage urban fringe areas to secure environmental improvement;
- maintain the protection of Green Belts.

6. Development should be accommodated so as to maximise the efficient use and recycling of land and minimise the need to take the region's countryside for development. At the same time it is important that urban areas provide a good living and working environment. Planning policies should assess the capacity of areas to absorb more intense urban development without adverse environmental effects, and use vacant or derelict land and redevelopment sites where possible.

7. Development proposals should be well related to transport infrastructure and policies for management of the transport system. Policies will aim to contribute to energy efficiency and the reduction of harmful emissions by:

- providing efficiently for the strategic movements which pass within and through the South East linking it to the neighbouring regions and the north, and to the rest of Europe;
- concentrating high density development on locations, identified in local plans, which can be well served by public transport and which permit a better relationship between homes, workplaces and other activities;
- encouraging development on the least congested parts of the transport system and facilitating the use of London commuter services for reverse commuting.

8. Planning policies should aim to ensure an adequate supply of homes to an acceptable standard for all the region's people. They should accommodate the South East's expected household increase, taking account of the net migration balance between the South East and other regions. This will be achieved by provision for the region as a whole at the rate of 57,000 additional dwellings per annum over the period 1991 to 2011. This figure includes the increase in numbers of dwellings from all sources including conversions and redevelopment. For the first 15 years the distribution of the regional total by county will be as follows:

Bedfordshire	37,000
Berkshire	40,000
Buckinghamshire	49,000
East Sussex	35,000
Essex	80,000
Hampshire	92,000
Hertfordshire	50,000
Isle of Wight	8,000
Kent	87,000
Oxfordshire	37,000
Surrey	36,000
West Sussex	44,000
South East (excl. London)	595,000
London	260,000
Total for South East Region	855,000

Extract from Draft Regional Planning Guidance (Section 7: Geographical Sectors):

The East Thames Corridor (Map 1)

7.6 Many of the region's largest development sites within or close to London lie within the East Thames Corridor which extends through East London, from Docklands, to Thurrock in Essex and Swale in Kent. The Department of the Environment commissioned consultants (Llewelyn-Davies) to investigate the potential of this area for development and environmental enhancement. The main findings of the study are that the East Thames Corridor has;

- (i) a large (4000 hectares) and varied supply of development sites close to the centre of London, well related to the emerging transport links with the European market;
- (ii) scope for development to be located on previously used sites, in general enabling the Green Belt to be maintained and other areas which are of landscape, nature conservation of historic importance to be preserved and enhanced;
- (iii) However, problems of environmental degradation have meant that the corridor has performed sub-optimally as a housing and business location, other constraints to development, including contaminated land, though with previous high risk uses on only about 20% of sites;

- (iv) existing strengths in a number of business sectors and the potential to benefit from emerging business opportunities;
- (v) in the longer term, new development opportunities could be presented by the construction of a fast rail link to the Channel Tunnel.

7.7 The East Thames Corridor therefore offers one of the region's main opportunities for accommodating development whilst protecting and enhancing the environment. With the opening of the Channel Tunnel the area has the potential to become a new focus of activity in the region. In addition to improving the economic position and environment of the area itself, the corridor's development will help in meeting the region's wider needs and in maintaining and strengthening London's competitive position.

7.8 The consultants conclude that if the East Thames Corridor is to achieve its potential for development and environmental enhancement there is a need for more detailed planning guidance to provide a framework for local authority development plans. It is therefore proposed to prepare a planning framework, in close co-operation with the local planning authorities and other interests in the corridor, which will form a supplement to this Regional Planning Guidance. This proposal is considered in more detail in a consultation paper "The East Thames Corridor - The Government's Approach" which is being published separately, together with the report of the consultants' study. The planning framework for the East Thames area will amplify the general principles set out below.

7.9 The objective will be to encourage a scale of growth in the corridor consistent with the need to:

- **concentrate new development on the many vacant, derelict and under-used sites which have previously supported other activities.**

7.10 Full account will need to be taken of the size, location, infrastructure and environmental considerations affecting each site. As the consultants' report indicates, there is a large amount of land available with a wide range of locational characteristics, opportunities and constraints. There are several very large sites, of a type suited to large scale land uses which require good access to the Greater London or regional catchment area. Other locations are likely to be well suited to a range of uses including retail, major new housing or mixed use schemes or new institutions. Sites suitable for port and related uses will continue to be important but, with environmental improvement, there is considerable potential to realise the natural advantages of the many riverside locations to provide amenity, high quality housing and attractive waterside developments.

7.11 It will be necessary to take into account the constraints imposed by the risk of flooding to riverside sites and of contamination through past industrial uses. On sites where there is contamination it will be necessary to allow for remedial measures and to encourage an appropriate scale and type of development.

7.12 Growth should also be consistent with the need to:

- **optimise the use of existing and proposed infrastructure provision.**

7.13 Planning for growth in the corridor offers further opportunity to contribute to environmental objectives by optimising the relationship between development and existing and proposed transport provision and other forms of infrastructure. New growth centres in the corridor, well related to public transport links, can reduce the need to commute to work in central London, the need to travel and the use of the private car.

7.14 The transport infrastructure of the corridor is already being improved, through British Rail investment in Network South East services, on the North Kent lines and in other schemes, the Docklands Light Railway extension to Beckton, and on the roads, through schemes such as the Medway Tunnel, and the Dartford Northern Bypass. It will be further enhanced by other schemes where there is a firm Government commitment to proceed such as major improvements to the A13, from the Docklands to the M25 due to start later this year and the Jubilee Line extension (subject to satisfactory private sector contribution), and the East London River Crossing which will substantially enhance access to the corridor as increasing the capacity of its cross river links. The river is also an important element in the corridor's transport infrastructure with the potential to carry freight to well served distribution points in the corridor and in inner London, and to provide for some waterborne passenger transport.

7.15 In the longer term, further transport improvements for the corridor could come from the construction of the Channel Tunnel Rail Link. Stations built on the link to serve international or domestic services, or stations serving lines connected to the link, could become focal points for new activity.

7.16 Proposals for development should:

- **work with the market and build on existing economic strengths.**

7.17 The corridor already has some well defined business strengths, particularly in sectors such as electrical and automotive engineering, in port related uses and in the distribution industries, where its good communications and proximity to continental Europe and to major markets have given it a strong advantage. Some parts of the corridor, such as the Medway Towns, have shown recent growth in the financial services sector. It will be important to build on these existing strengths. Corridor locations, particularly in North Kent, which are close to the London market, are well placed to benefit from the expanding European business opportunities which will follow the opening of the Channel Tunnel and, in the longer term, the construction of the high speed rail link.

7.18 In addition, the consultants have identified several growing market sectors which could find corridor locations attractive. These include leisure projects (business and tourist), which need extensive sites with good access to large markets. There is also the potential to secure major new institutions (such as tertiary education), possibly linked to specialisms already associated with the Corridor such as environmental technology.

7.19 The corridor will also continue to need to provide for activities such as power generation, waste handling and recycling to meet regional needs, but their location needs to be carefully considered in the context of other corridor land uses and their contribution to economic development and environmental improvement.

7.20 Development should respect the need to:

- **safeguard and enhance existing environmental assets and, where necessary, raise the quality of the local environment.**

7.21 The East Thames Corridor contains a wide range of natural and cultural features, including historic buildings and settlements, areas of high quality agricultural land, estuarine marshland and chalk downs. The estuarine area is one of the most important in Europe for over-wintering ducks, geese and wading birds. It also contains extensive areas of mudflats, saltmarsh and coastal grazing land inhabited by many nationally scarce plants and invertebrates. The environmental significance of parts of the Thames and Medway estuaries is recognised in the designation of sites which are of national (SSSIs) and of international importance eg the Special Protection Areas (SPAs) under the EC Directive on Wild Birds. The Ministry of Agriculture, Fisheries and Food has recently designated the North Kent Marshes as an Environmentally Sensitive Area. The purpose of this designation is to encourage farmers to follow farming practices which conserve and enhance the grazing marshes.

7.22 It will be important to safeguard and enhance these assets through improved management, to encourage the creation of new habitat of conservation interest and to explore ways of promoting the leisure and amenity value of these areas in a way which benefits the local economy, without putting the underlying wildlife interest at risk. There is a need to promote effective management plans which conserve the habitat, while co-operating with the many users of coastal marshland for amenity, recreational, farming, navigation and other purposes.

7.23 It will be necessary to conserve and enhance the many important heritage features include fortifications and the historic elements in the corridor towns. The Green Belt needs to be maintained and improved, through landscape projects such as the Thames Chase Community Forest and the Kent Thameside Groundwork Trust. The recreational and amenity potential of the river itself will need to be preserved and enhanced.

7.24 However, there is also a need in parts of the East Thames Corridor to improve the local environment. The consultants have identified poor quality environment as one of the main factors in the area's sub-optimal performance as a location for business and housing. Reversing this will involve a variety of approaches, including planning for new industrial activities in a way which minimises adverse environmental impacts and the encouragement of local environmental improvement schemes, including the work of the Groundwork Trust referred to above.

7.25 More generally, this framework for the corridor will seek to optimise in broad but flexible terms the allocation of uses to the main corridor development opportunities. In the

longer term, there is significant potential for new growth at centres such as the Royal Docks and around Dartford/Gravesham (with its potential for counter balancing commuting flows to London), and at other major development sites, such as Greenwich, Barking Reach, Thamesmead, Rainham, Thurrock and around the Medway. Over time some of these sites may secure “flagship” developments, large enough to establish their own development focus and environmental standards and to influence adjoining development areas. The route, service and station strategy of the Channel Tunnel Rail Link will be a particularly important factor in this respect.

Annex B

Llewelyn Davies Study - Short summary

1. The main purpose of the study is to look at development capacity in the East Thames Corridor, together with business potential and the scope for environmental enhancement.
2. The report confirms the existence of an unrivalled series of **development sites** totalling 4000 ha.s, ranging from the Royal Docks and Stratford in the west and along the river to the Medway Towns and Sheerness in the east. A cluster of sites with potential to form the centre of a new town exists at Dartford.
3. Virtually all these sites are formerly used, mainly urban, land and, with two limited exceptions, their development would involve no breach of the Metropolitan Green Belt. Similarly, national and international nature conservation designations (which are substantial in the corridor) are fully safeguarded with one possible exception at Rainham. Apart from transport and site infrastructure, the most serious **constraint** on development is likely to be contamination associated with former industrial activities, but even here high risk uses occur on parts of only 1 in 5 sites while for the majority the risk is low or negligible. Flood risk is also a constraint requiring further study but is unlikely to be a significant problem, with the possible exception of some of the North Kent sites.
4. The corridor has substantial if untapped **environmental and amenity assets**, such as its wildlife habitats, historic sites and the river itself, but perception of these has generally been blighted by its recent role as the home of heavy industrial and waste-related activities. While some of these activities are still necessary, a combination of poor planning and low environmental standards has perpetuated low quality development, with dereliction, fly tipping, storage and car breaking characterising many potentially prime riverside sites.
5. The corridor already has substantial **economic** strengths in sectors such as ports and distribution/logistics, with the latter particularly strong due to the availability of sites close to the eastern, less congested M25, the continent and Channel ports and the dominance of the south east in national markets. Looking to the future, the consultants see potential for the corridor in developing environmental technology businesses (given its past history), particularly if related expansion in one or more higher education facilities in the corridor is achieved. Other areas of strong potential include large scale leisure, both for business conference and theme park activities (the Royals and Rainham).
6. The structure of the existing corridor population means that, on existing trends, total population growth will be small but workforce and household numbers will increase by around 10% by 2006. Existing local authority plans show a very substantial imbalance between employment and housing with an employment figure which the consultants believe to be quite unrealistic. Generally, existing plans indicate little co-ordination between authorities and are for lower quality, large scale, single use development which will maximise demands on the transport system.

The potential

7. To exploit the full potential of the corridor will require a development **strategy** and this will need to focus on the need for flagship developments (large enough to set their own planning standards) and, above all, for environmental improvement, for example, by creating a green route along the new A13 and making the most of riverside sites for amenity and housing. By promoting mixed use development (to reduce travel) on recycled land, the corridor has considerable potential to contribute to sustainable development.

8. The consultants' recommended **development configuration** for the corridor envisages major growth centres or development anchors in the Royal Docks, based on European visitor attractions (and closely linked to an international rail link station), and at Dartford or Rainham. This second eastern centre would counteract the London pull and take advantage of the natural advantages of M25, attractive available sites and proximity to the continent and Channel ports. Beyond the M25, strong growth in the Medway Towns would help support expansion at Dartford and promote further housing in Sittingbourne and Sheppey, while sites on the Medway at Grain and Sheerness, would support growth in port related industry.

9. To illustrate the range of possibilities the study develops **5 scenarios**, indicating the scale and nature of growth at key sites in the period up to 2015. These range from a base case, formed on existing trends and policies which would create 85,000 new jobs and 60,000 houses, to a high growth scenario, assuming the Channel Tunnel Rail Link, strong inward investment and diversion of growth (which might otherwise go west of London) which would create 182,000 jobs and 128,000 houses. Under this scenario there would be spectacular 'Docklands' or new town style growth at Dartford around a new international station, with high value, high density development also occurring at the other main corridor sites. The intermediate scenarios focus much more on growth in the corridor's existing strong sectors such as distribution and on new housing.

10. The study also estimates the **transport** demands which these varying levels of development would create, while acknowledging that it is neither desirable nor practicable to meet all of this demand, particularly for car travel and within the Greater London area. The transport infrastructure of the corridor is currently being substantially improved with "pipeline" schemes including a new A13 (Dagenham - M25), the Medway Tunnel, BR North Kent line improvements and extensions to the DLR and Jubilee line. The biggest element in rising travel demand in the corridor is trend growth from existing communities and the marginal cost of accommodating development as in scenarios 2-5 is comparatively small. Nevertheless, the consultants argue that additional capacity will be needed by around 2006 at the worst road pressure points such as the Blackwall and Dartford river crossings, the inner A13, and on rail to relieve the London - Medway Towns lines, with a new domestic service on the Channel Tunnel Rail Link.

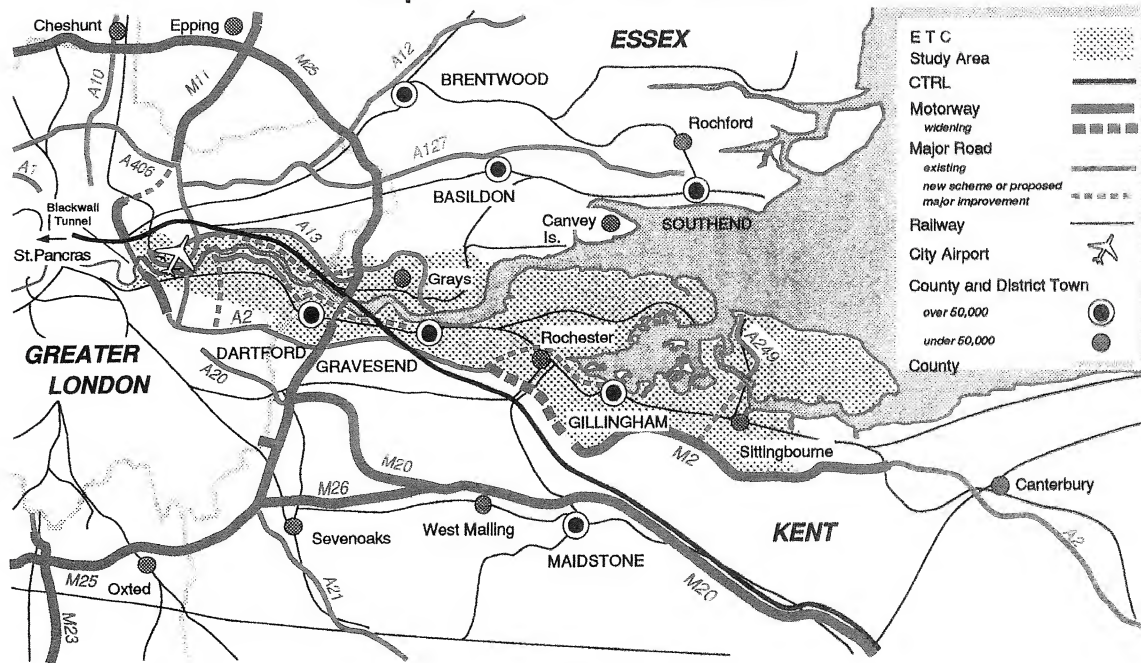
11. In **conclusion**, the study summarises key issues for consideration in determining a strategy for the corridor. The sharpest choice in the consultants' view, lies between relying

on the corridor's existing strengths for further growth - which could be substantial - and focusing on the radically different possibilities of high growth, which would ensure that expectations and environmental standards were raised. If the latter, then there are key sites which should be safeguarded for the right type of development and not released to the first applicant. This and similar issues are a matter for the planning strategy.

12. A comprehensive statement of costs of development over a 25 year period in the corridor cannot be prepared at this stage but, in addition to those normally allowed for site development, the study has identified the following: decontamination and remedial work - if all sites were taken up - between £200M - £385M, for environmental works £120M - £150M for the high growth scenario; re-routing and undergrounding power lines £40M - £120M, also for the high growth scenario. Much of the transport demand arises from existing development. Taking this into account, some additional capacity is likely to be justified in the early part of the next century - up to £970M for road schemes and £300M for rail (all at 1992 prices).

East Thames Unit
16 November 1992

Map 1 - East Thames Corridor



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DOE SERO Drawing Office
Based on the Ordnance Survey map

GISE0917.DRW

Map 2 - East Thames Corridor Core Study Area

